ORIGINAL TO GENERAL FILES

D.O.T. 66

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P. I. No. 0006957, Coweta County
CSBRG-0006-00(957)
CR 130 over White Oak Creek –
Bridge Replacement

OFFICE Preconstruction

DATE May 15, 2007

FROM Genetha Rice-Singleton, Assistant Director of Preconstruction

TO David E. Studstill, Jr., P.E. Chief Engineer

SUBJECT **APPROVED PROJECT CONCEPT REPORT**

Attached for your files is the approval for subject project.

GRS/cj

Attachment

DISTRIBUTION:

Brian Summers
Harvey Keepler
Ken Thompson
Jamie Simpson
Michael Henry
Keith Golden
Angela Alexander (file copy)
Paul Liles
Babs Abubakari
Thomas Howell
BOARD MEMBER

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: P.I. No. 0006957, Coweta County
CSBRG-0006-00(957)
CR 130 over White Oak Creek-
Bridge Replacement

OFFICE: Preconstruction

DATE: May 8, 2007

FROM: Genetha Rice-Singleton, Assistant Director of Preconstruction

TO: David E. Studstill, P.E., Chief Engineer

SUBJECT: ***PROJECT CONCEPT REPORT***

This project is the replacement of a structurally deficient bridge on CR 130 over White Oak Creek, 3.5 miles northeast of Moreland, Georgia. The existing bridge, constructed in 1960, is load limited with a sufficiency rating of 26. County Road 130 at this location is a rural two lane roadway with 10' lanes with variable 3' to 8' grass shoulders. Traffic is projected to be 400VPD and 800 VPD in the years 2010 and 2030 respectively. The proposed speed design is 55 MPH.

The project proposes to construct a new 265'x 32' concrete bridge over White Oak Creek at the existing bridge site. The minimum bridge width based on the design speed and design year ADT per TOPPS 4265-9 is 30'. Coweta County has requested the bridge width clear distance be increased to 32' to accommodate traffic beyond the design year 2030. The approaches will consist of two, 12' lanes with 8' rural shoulders (2' paved). The existing bridge will be closed to traffic during construction. Traffic will be detoured via an off-site detour.

Environmental concerns include requiring a COE 404 permit; Categorical Exclusion will be prepared; a Public hearing is not required; Time saving procedures are appropriate.

The estimated costs for this project are:

	PROPOSED	APPROVED	FUNDING	PROG DATE
Construction (includes E&C And inflation)	$ 1,619,000	$ 1,619,000	L110	LR
Right-of-way & utilities*	Local	Local		

P.I. No. 0006957, Coweta County
May 8, 2007

* Coweta signed PMA on 2-27-07 for PE & Utilities/ Right-of-way and construction to be done by future agreements.

I recommend this project concept be approved.

GRS: JDQ

Attachment

CONCUR_____
Todd I. Long, P.E., Director of Preconstruction

APPROVED_____
David E. Studstill, Jr., P.E., Chief Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENTAL CORRESPONDENCE

FILE: CSBRG-0006-00(957) Coweta County **OFFICE:** Engineering Services
P.I. No. 0006957
Bridge Replacement on CR 130@ White Oak Creek

DATE: April 18, 2007

FROM: Brian K. Summers, P.E., Project Review Engineer

TO: Genetha Rice-Singleton Assistant Director of Preconstruction

SUBJECT: **CONCEPT REPORT**

We have reviewed the Concept Report received April 16, 2007 from Jason Mobley, and have the following comments.

The right of way costs should be reviewed and approved by the Office of Right of Way.

The costs for this project are:

Construction	$1,471,670
E & C	$ 147,167
Reimbursable Utilities	$ 150,000
Right of Way	$ 60,000

BKS

c: Thomas Howell, Attn.: Jason Mobley

Recommendation for approval:

DATE 4/16/07 ______________ William J. Rountree ______________
Project Manager

DATE 4/16/07 ______________ [signature] ______________
District Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE 4/24/07 ______________ Matthew Fowler ______________
for State Transportation Planning Administrator

DATE ______________ ______________
State Transportation Financial Management Administrator

DATE ______________ ______________
State Environmental/Location Engineer

DATE ______________ ______________
State Traffic Safety & Design Engineer

DATE ______________ ______________
Project Review Engineer

DATE ______________ ______________
State Bridge Engineer

Recommendation for approval:

DATE 4/16/07 — Project Manager

DATE 4/16/07 — District Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE _____ — State Transportation Planning Administrator

DATE _____ — State Transportation Financial Management Administrator

DATE 4.26.07 — State Environmental/Location Engineer

DATE _____ — State Traffic Safety & Design Engineer

DATE _____ — Project Review Engineer

DATE _____ — State Bridge Engineer

Recommendation for approval:

DATE 4/16/07 _____ Project Manager

DATE 4/16/07 _____ District Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE _____ State Transportation Planning Administrator

DATE _____ State Transportation Financial Management Administrator

DATE _____ State Environmental/Location Engineer

DATE _____ State Traffic Safety & Design Engineer

DATE 4/18/07 _____ Project Review Engineer

DATE _____ State Bridge Engineer

0006957

Recommendation for approval:

DATE 4/16/07 ____ William J. Rountree
Project Manager

DATE 7/16/07 ____ [signature]
District Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE ________ ________
State Transportation Planning Administrator

DATE ________ ________
State Transportation Financial Management Administrator

DATE ________ ________
State Environmental/Location Engineer

DATE ________ ________
State Traffic Safety & Design Engineer

DATE ________ ________
Project Review Engineer

DATE 5/8/07 ____ Paul V. Liles Jr.
State Bridge Engineer

Recommendation for approval:

DATE 4/16/07 _____ Project Manager

DATE 4/16/07 _____ District Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE _____ State Transportation Planning Administrator

DATE 4-30-07 _____ State Transportation Financial Management Administrator

DATE _____ State Environmental/Location Engineer

DATE _____ State Traffic Safety & Design Engineer

DATE _____ Project Review Engineer

DATE _____ State Bridge Engineer

SCORING RESULTS AS PER MOG 2440-2

Project Number:	County:	PI No.:
CSBRG-0006-00(957)	Coweta	0006957

Report Date:	Concept By:
April 16, 2007	DOT Office: District 3
☒ Concept Stage	

Project Type: Choose One From Each Column			
	☐ Major	☐ Urban	☐ ATMS
	☒ Minor	☒ Rural	☒ Bridge Replacement
			☐ Building
			☐ Interchange Reconstruction
			☐ Intersection Improvement
			☐ Interstate
			☐ New Location
			☐ Widening & Reconstruction
			☐ Miscellaneous

FOCUS AREAS	SCORE	RESULTS
Presentation	100	
Judgement	100	
Environmental	100	
Right of Way	100	
Utility	100	
Constructability	100	
Schedule	100	

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

District 3 Design

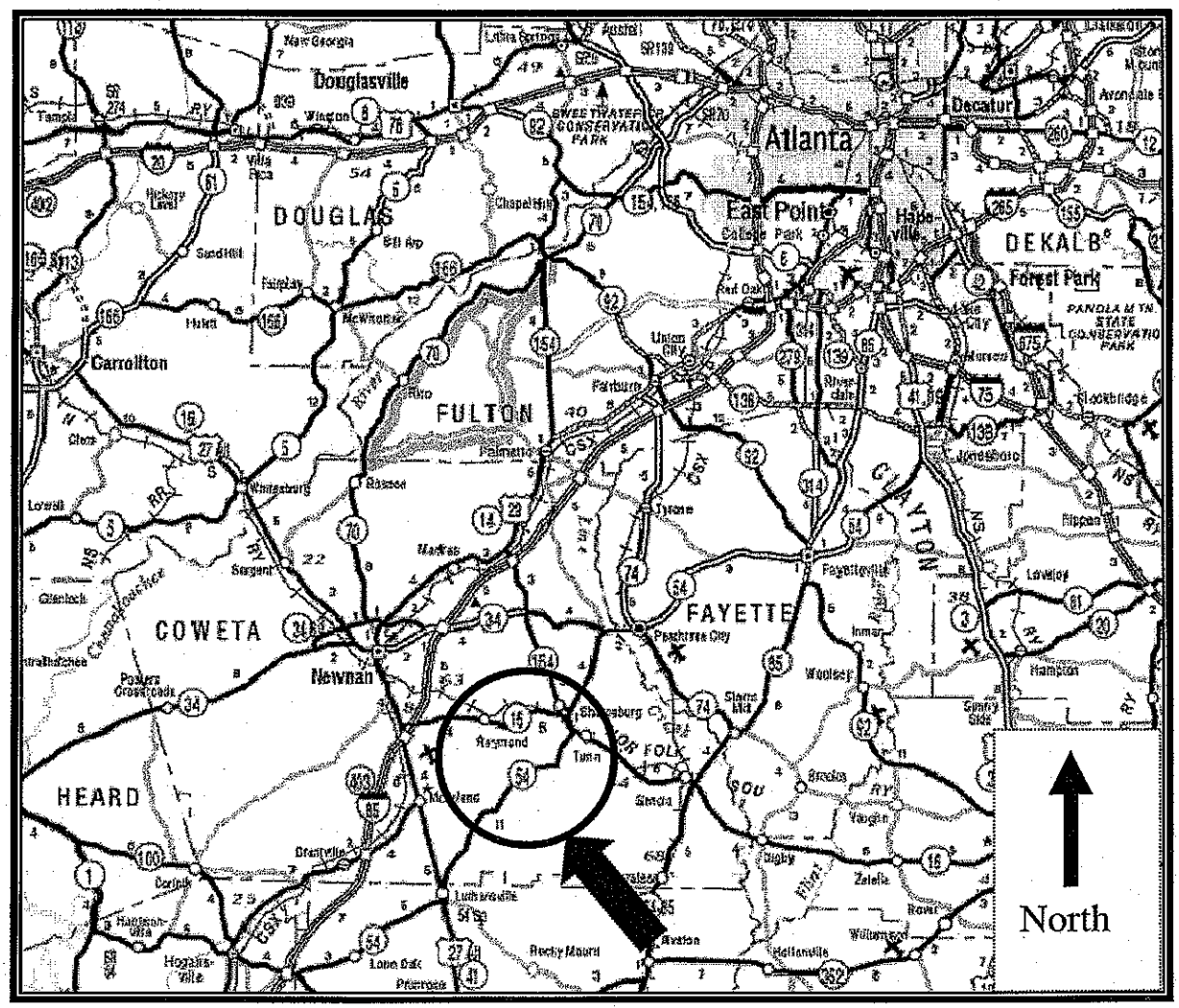
PROJECT CONCEPT REPORT

Project Number: CSBRG-0006-00(957)
County: Coweta
P. I. Number: 0006957

Federal Route Number: N/A
State Route Number: N/A

Regional Location Sketch

Bridge Replacement on CR 130 (Cannon Road) over White Oak Creek, Coweta County, GA



Recommendation for approval:

DATE 4/16/07 ______________________________
Project Manager

DATE 7/16/07 ______________________________
District Engineer

The concept as presented herein and submitted for approval is consistent with that which is included in the Regional Transportation Improvement Program (RTP) and the State Transportation Improvement Program (STIP).

DATE ____________ ______________________________
State Transportation Planning Administrator

DATE ____________ ______________________________
State Transportation Financial Management Administrator

DATE ____________ ______________________________
State Environmental/Location Engineer

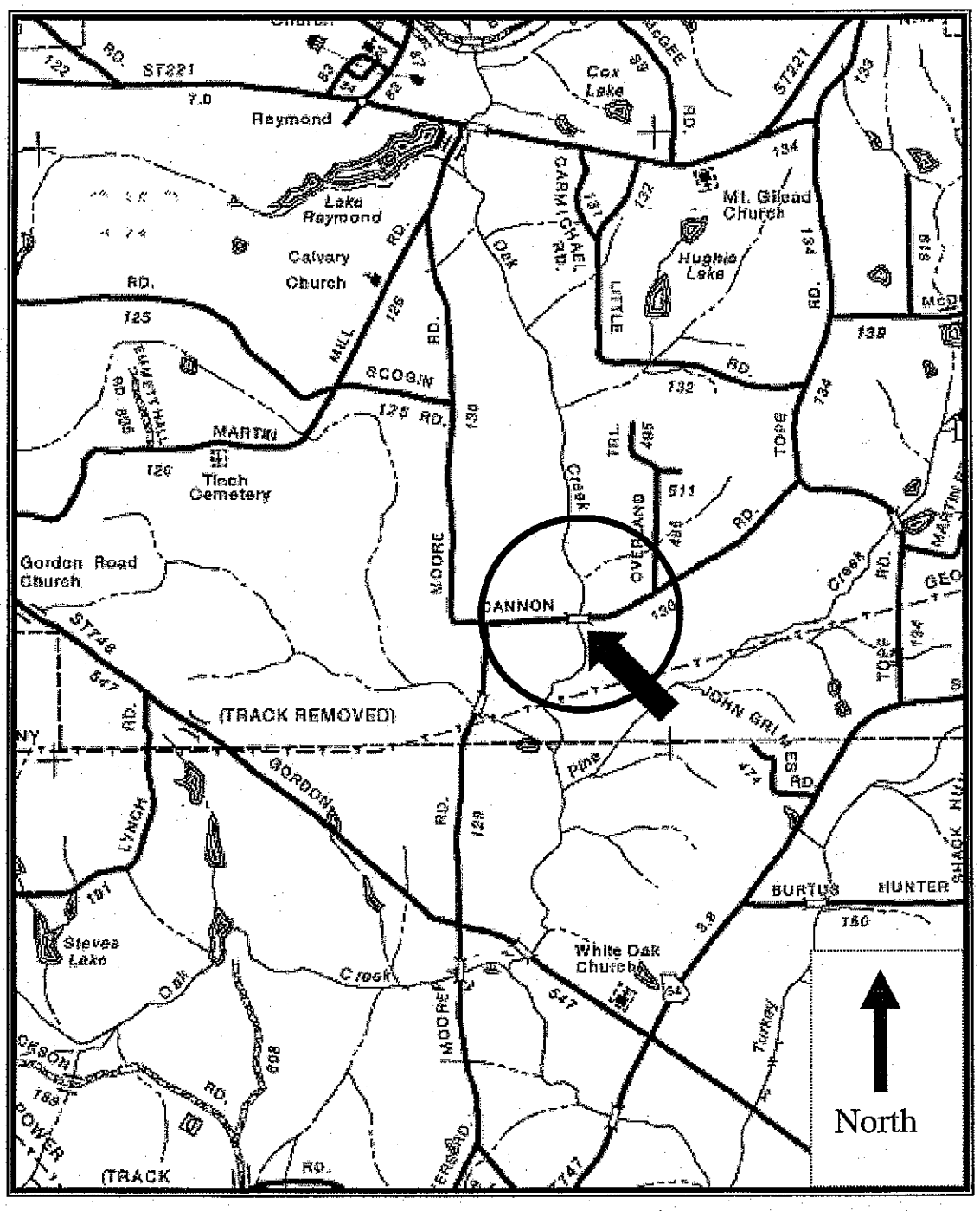
DATE ____________ ______________________________
State Traffic Safety & Design Engineer

DATE ____________ ______________________________
Project Review Engineer

DATE ____________ ______________________________
State Bridge Engineer

PROJECT LOCATION MAP

Project: CSBRG-0006-00(957) Coweta County **PI No.:** 0006957
Description: CR 130 (Cannon Road) over White Oak Creek



Need and Purpose:
Bridge project CSBRG-0006-00(957), Coweta County, P.I. No. 0006957 proposes to replace the structurally deficient bridge carrying County Road 130 (Cannon Road) over White Oak Creek approximately 3.5 miles northeast of Moreland in Coweta County. The project is included as a bridge replacement project in the 2030 Regional Transportation Plan (RTP) and FY 2006-2011 Transportation Improvement Program (TIP). The total project length is approximately 0.4 miles (from milepost 1.84 to 2.24) consisting of bridge replacement and construction of adequate approaches from both directions. The bridge is located approximately 0.4 miles east of the intersection of CR 130 and CR 129 (Moore Road). As currently programmed the project is locally-sponsored by Coweta County with an anticipated construction date of 2010.

CR 130 is an east-west county road functionally classified as a rural local road. CR 130 provides connectivity between Moore Road (CR 129) to the west and Tope Road (CR 134) to the east. The environs within the immediate project limits are of a rural character with land uses generally being a combination of single-family residential or undeveloped, wooded properties. There are no commercial land uses within the CR 130 corridor. Given the rural, undeveloped nature of the area surrounding the bridge, it is unlikely that the bridge will experience, or be influenced by, a significant increase in commercial, residential, and industrial development.

CR 130 is currently a two-lane roadway with a posted speed of 55 mph. Cannon Road is a local school bus route. It is not a designated state or county bicycle route. Traffic data was collected in 2006, which will be the base year for the project. The Estimated Time of Completion (ETC) was forecasted to 2010. From the 2010 ETC, the design year was forecasted ahead 20 years to 2030. The existing AADT is 350, the ETC AADT is forecasted to be 400, and ETC+20 is forecasted to be 800. The two lane cross-section provides adequate capacity for the existing and forecasted traffic volumes. Currently, the average percentage of truck traffic is 12%.

Historical accident records from the Office of Traffic Safety and Design indicate one accident with one injury and no fatalities on CR 130. The accident occurred at milepost 2.11 in the curve east of the existing bridge, which is located at milepost 2.04. Records indicate the vehicle left the roadway while negotiating the curve.

The bridge carrying CR 130 over White Oak Creek was built in 1960 and consists of nine 20-foot continuous steel beam spans supported on timber pile bents. According to the Department's Bridge Maintenance records, the bridge has a sufficiency rating of 26.24 with advanced rot and deterioration of the timber bent caps and lateral bracing. The steel beams, bearing assemblies, and deck plates throughout the structure exhibit signs of corrosion. This structure has posted gross load limit of 10 tons due to the low original design capacity of the structure. Maintenance efforts on the bridge include the replacement of rotten timber caps and piles. The Bridge Inventory Data Listing is attached. The Office of Bridge Maintenance has determined that any structure with a sufficiency rating less than 50 should be replaced rather than rehabilitated. The existing bridge has posted load limits (the Bridge Inventory Data Listing is attached). The sag vertical curve geometry on the west approach does not meet AASHTO requirements for stopping sight distance.

The project is necessary to remove an existing deficient structure with posted load limits and replace it with a structurally adequate bridge capable of carrying CR 130 over White Oak Creek

without posted load restrictions. The replacement structure and approach geometry will also be upgraded to address sight distance and cross-sectional deficiencies. The replacement structure will be lengthened to improve the bridge hydraulics by lowering the channel velocity and backwater during the design year storm. The purpose of the proposed project is to provide a structurally sound bridge which meets minimum bridge width and bridge hydraulic design criteria. The approaches will be improved to be consistent with current AASHTO geometric design standards.

This project will be consistent with Executive Order 12898 as it pertains to environmental justice. The project will include 1) feasible and prudent design decisions to avoid, minimize and/or mitigate adverse human health and environmental effects, including social and economic effects, 2) the design development process will provide opportunities for full and fair public participation of potentially effected individuals or groups of individuals, and 3) the process will not discriminate against any individual or group of individuals in the receipt of benefits.

Description of the proposed project:
This project is approximately 0.4 miles long. It extends from mile 1.84 to 2.24 on County Route 130 (Cannon Road), 0.4 miles east of the intersection of CR 130 and CR 129 (Moore Road) in Coweta County. The project location is approximately 3.5 miles northeast of Moreland and is not within any incorporated municipalities. Termini for the project are based on the replacement of the bridge, guardrail, and required approaches. The project will remove the restrictive load limits on CR 130 across White Oak Creek by replacing the deficient bridge structure as well as improve safety conditions associated with the vertical roadway geometry and cross sectional deficiencies.

Is the project located in a Non-attainment area?
Yes, but this is a bridge replacement project and is exempt from non-attainment requirements.

PDP Classification: Minor

Federal Oversight: Exempt

Functional Classification: Rural Local Road

U. S. Route Number(s): N/A **State Route Number(s):** N/A

Traffic (AADT):
Current Year: (2006) 400 Design Year: (2030) 800

Existing design features:

- *Typical Section*: Rural – The section consists of two 10' lanes with variable 3' to 8' grass shoulders. There is no curb and gutter or sidewalk within the project limits.
- *Posted Speed*: 55 mph
- *Minimum Radius of Curvature*: 515'
- *Maximum Superelevation Rate for Curve*: 4%
- *Maximum Grade*:
    - Mainline = 4.3%

- Side Road = N/A
- Driveway = 14%

- *Width of R/W:* 80'
- *Major Structures:* The existing bridge was constructed in 1960 and consists of nine 20-foot continuous steel beam spans supported on timber pile bents. The roadway is supported by corrugated metal deck atop closely-spaced longitudinal steel beams. A "W"-beam guardrail mounted to the exterior steel beams is located on both sides of the roadway. Existing clearance between the underside of the steel beams and the top of stream bank is approximately 10 feet. According to bridge inspection records the bridge has a sufficiency rating of 26.24.

Proposed Design Features:

- *Proposed typical section*: Rural – The proposed section consists of two 12' lanes with 2' paved shoulders and variable grass shoulders. The overall shoulder width varies from a minimum of approximately 3' where the project ties into the existing roadway to a maximum of 8' within the approaches immediately east and west of the proposed bridge structure. There is no curb and gutter (see attachments).
- *Proposed Design Speed Mainline:* 55mph
- *Proposed Maximum grade Mainline:* 2 %
  - *Maximum grade allowable:* 7%.
- *Proposed Maximum grade Side Street:* N/A
  - *Maximum grade allowable:* N/A
- *Proposed Maximum grade driveway:* 15%
- *Proposed Minimum radius for curve:* 515'
- *Minimum radius allowable:* 1060'
- *Proposed Maximum super-elevation rate for curve:* $e_{max} = 6\%$ / $e_{design} = 4\%$
- Right of way
  - *Width:* Variable (125' Max, 80' Min.)
  - *Easements:* Temporary (X), Permanent (X), Utility ( ), Other ( ).
  - *Type of access control:* Full ( ), Partial ( ), By Permit (X), Other ( ).
  - *Number of parcels:* 3
  - *Number of displacements:*
    - Business: none
    - Residences: none
    - Mobile homes: none
    - Other: none
- Structures:
  - *Bridges:* A new 32' (clear distance) by 265' long bridge will be constructed in place of the existing bridge. The minimum bridge width based on the design speed and design year ADT per TOPPS 4265-9 is 30'. Coweta County requested the bridge width clear distance be increased to 32' to accommodate traffic beyond the design year 2030.
  - *Retaining Walls:* N/A
- *Major intersections and interchanges:* N/A
- *Traffic control during construction:* An offsite detour is anticipated during construction.

- *Design Exceptions to controlling criteria anticipated:*

	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT:	( )	( )	(X)
ROADWAY WIDTH:	( )	( )	(X)
SHOULDER WIDTH:	( )	( )	(X)
VERTICAL GRADES:	( )	( )	(X)
CROSS SLOPES:	( )	( )	(X)
STOPPING SIGHT DISTANCE:	( )	( )	(X)
SUPERELEVATION RATES:	( )	( )	(X)
HORIZONTAL CLEARANCE:	( )	( )	(X)
SPEED DESIGN:	( )	( )	(X)
VERTICAL CLEARANCE:	( )	( )	(X)
BRIDGE WIDTH:	( )	( )	(X)
BRIDGE STRUCTURAL CAPACITY:	( )	( )	(X)

The east end of the project terminates within an existing 515' radius horizontal curve. The existing curve does not meet the 1060' AASHTO minimum radius for horizontal curves (*AASHTO* Policy on Geometric Design of Highways and Streets Exhibit 3-15). A Design Exception is not anticipated for the horizontal alignment because the alignment will match the existing geometry at the easterly project limit.

- *Design Variances:*

	UNDETERMINED	YES	NO
HORIZONTAL ALIGNMENT:	( )	( )	(X)
ROADWAY WIDTH:	( )	( )	(X)
SHOULDER WIDTH:	( )	( )	(X)
VERTICAL GRADES:	( )	( )	(X)
CROSS SLOPES:	( )	( )	(X)
STOPPING SIGHT DISTANCE:	( )	( )	(X)
SUPERELEVATION RATES:	( )	( )	(X)
HORIZONTAL CLEARANCE:	( )	( )	(X)
SPEED DESIGN:	( )	( )	(X)
VERTICAL CLEARANCE:	( )	( )	(X)
BRIDGE WIDTH:	( )	( )	(X)
BRIDGE STRUCTURAL CAPACITY:	( )	( )	(X)

- *Environmental concerns:* An environmental scan letter is attached.
  - Three areas of wetlands were identified within the project area.
  - A Nationwide Permit (NWP) 14 for linear transportation projects is anticipated for unavoidable impacts to wetlands and perennial streams in the project area.
- *Level of environmental analysis:*
  - Are Time Savings Procedures appropriate? Yes
  - Categorical Exclusion
- *Utility involvements:* Water, Power, Communications

Project responsibilities:

- *Design,* Coweta County (Design Consultant)
- *Right of Way Acquisition,* Coweta County
- *Relocation of Utilities,* Coweta County

hydraulic capabilities of the bridge will be improved with a lengthened replacement bridge. The approach roadway vertical alignment will be upgraded to current AASHTO geometric design standards.

Attachments:

1. Cost Estimates:
    a. Construction including E&C,
    b. Right of Way, and
    c. Utilities.
2. Typical Sections
3. Bridge Inventory
4. Environmental Scan Letter
5. Minutes of Initial Concept and Concept Meetings
6. Response to E-mailed Concept Comments
7. Project Framework Agreement (not included – pending execution between Coweta County and GDOT)
8. Location and Design Notice

CONCEPT COST ESTIMATE

PROJECT NUMBER: CSBRG-0006-00(957) COUNTY: COWETA

PI #: 0006957 DESCRIPTION: Bridge Replacement on Cannon Road over White Oak Creek

DATE: 1/10/2007 ESTIMATED LETTING DATE:

PREPARED BY: Clough Harbour & Associates PROJECT LENGTH: 0.4 MILES

☑ PROGRAMMING PROCESS ☐ CONCEPT DEVELOPMENT ☐ DURING PROJECT DEVELOPMENT

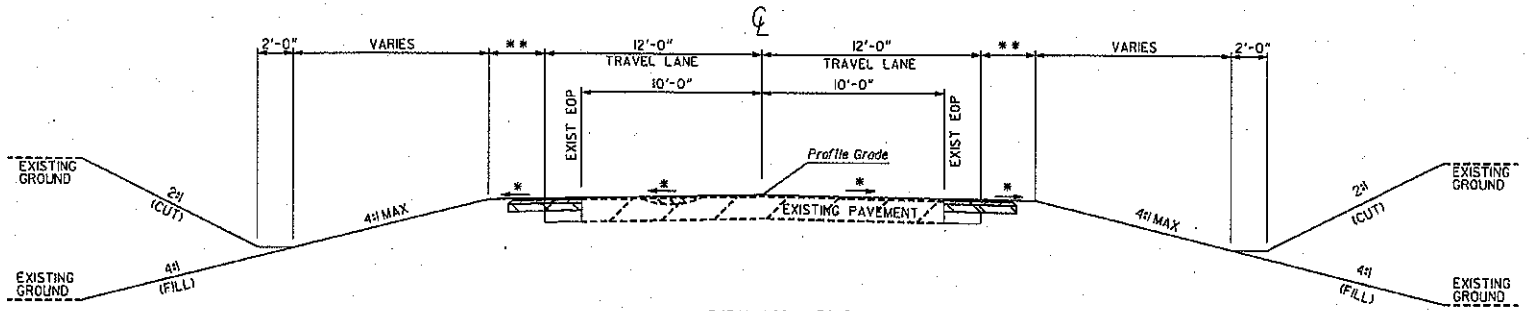
A. RIGHT-OF-WAY:				
1. PROPERTY (LAND & EASEMENT)	1.20 AC	$50,000.00 PER AC		$60,000.00
2. DISPLACEMENTS RES: 0	BUS: 0	M.H.: 0		$0.00
3. OTHER COST (ADM./COST, INFLATION)				$0.00
			SUBTOTAL: A	**$60,000.00**
B. REIMBURSABLE UTILITIES:				
1. POWER, COMMUNICATIONS, WATER				$150,000.00
2. SERVICES				$0.00
				$0.00
			SUBTOTAL: B	**$150,000.00**
C. CONSTRUCTION:				
1. MAJOR STRUCTURES				
a. BRIDGES	265 LF	$3,000.00 PER LF		$795,000.00
b. CONC APPROACH SLAB	2 EA	$25,000.00 PER EA		$50,000.00
c. REMOVAL OF EXISTING BRIDGE	180 LF			$100,000.00
			SUBTOTAL: C-1	**$945,000.00**
2. GRADING AND DRAINAGE				
a. EARTHWORK	9,500 CY	$10.00 PER CY		$95,000.00
b. DRAINAGE				
1) CROSS DRAIN PIPE	0 EA	$11,300.00 PER EA		$0.00
2) SIDE DRAIN PIPE	4 EA	$6,200.00 PER EA		$24,800.00
			SUBTOTAL: C-2	**$119,800.00**
3. BASE AND PAVING				
a. AGGREGATE BASE	2,050 TN	$25.00 PER TN		$51,250.00
b. ASPHALT PAVING				
1) SURFACE	200 TN	$100.00 PER TN	$20,000.00	
2) BINDER	300 TN	$100.00 PER TN	$30,000.00	
3) BASE	1,100 TN	$100.00 PER TN	$110,000.00	
4) LEVELING	20 TN	$100.00 PER TN	$2,000.00	
			SUBTOTAL: C-3.b	$162,000.00
c. BITUM TACK COAT	400 GAL	$2.00 PER GAL		$800.00
			SUBTOTAL: C-3	**$214,050.00**

4. LUMP ITEMS:			
a. GRASSING	3.00 AC	$2,000.00 PER AC	$6,000.00
b. CLEARING AND GRUBBING	2.00 AC	$5,000.00 PER AC	$10,000.00
d. EROSION CONTROL (10%)			$132,500.00
e. TRAFFIC CONTROL	1 LS	$15,000.00	$15,000.00
		SUBTOTAL: C-4	**$163,500.00**
5. MISCELLANEOUS:			
a. SIGNING	8 EA	$560.00 PER EA	$4,480.00
b. ASPH PAVEMENT MARKING	1,400 LF	$0.60 PER LF	$840.00
d. GUARDRAIL	800 LF	$30.00 PER LF	$24,000.00
		SUBTOTAL: C-5	**$29,320.00**
6. SPECIAL FEATURES:			
a.	0 UNIT	$0.00 COST PER UNIT	$0.00
		SUBTOTAL: C-6	**$0.00**

ESTIMATE SUMMARY

A. RIGHT-OF-WAY		**$60,000.00**
B. REIMBURSABLE UTILITIES		**$150,000.00**
C. CONSTRUCTION		
1. MAJOR STRUCTURES	$945,000.00	
2. GRADING AND DRAINAGE	$119,800.00	
3. BASE AND PAVING	$214,050.00	
4. LUMP ITEMS	$163,500.00	
5. MISCELLANEOUS	$29,320.00	
6. SPECIAL FEATURES	$0.00	
SUBTOTAL CONSTRUCTION COST		$1,471,670.00
E. & C. (10%)		$147,167.00
		-
TOTAL CONSTRUCTION COST		**$1,618,837.00**
GRAND TOTAL PROJECT COST		**$1,828,837.00**

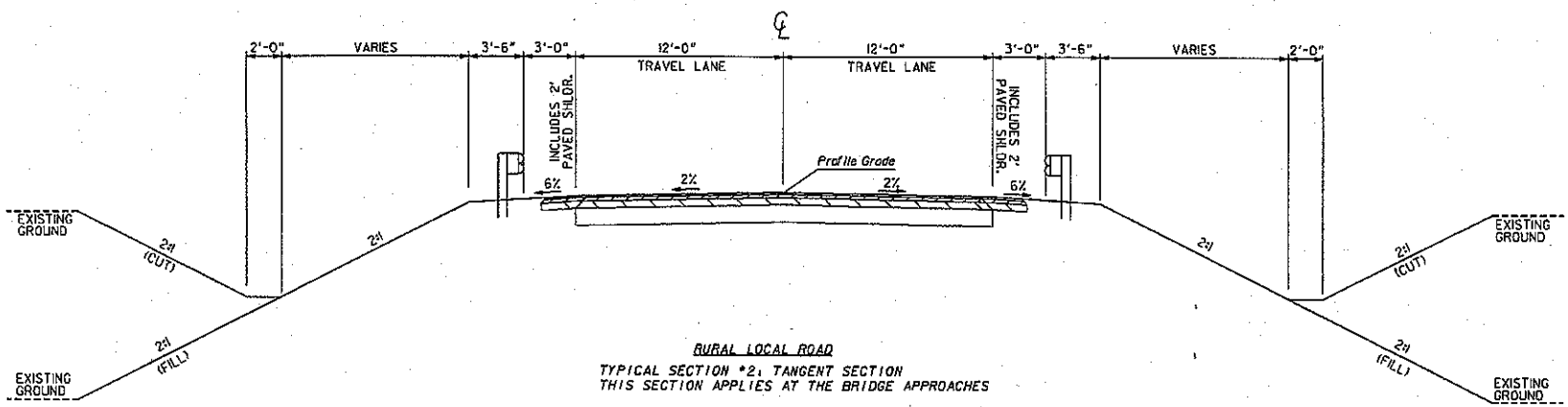
This project is 100 % in Congressional District 3



RURAL LOCAL ROAD

TYPICAL SECTION *1: OVERLAY SECTION
THIS SECTION APPLIES AT THE BEGINNING
AND ENDING OF THE PROJECT AS NECESSARY

* MATCH EXISTING SLOPE
** VARIES, 3'-0" MAX



RURAL LOCAL ROAD

TYPICAL SECTION *2: TANGENT SECTION
THIS SECTION APPLIES AT THE BRIDGE APPROACHES

PI # 0006957

CLOUGH HARBOUR & ASSOCIATES LLP
1800 Peachtree St. NW, Atlanta, GA 30309-2518
www.cloughharbour.com

CANNON ROAD

TYPICAL SECTIONS

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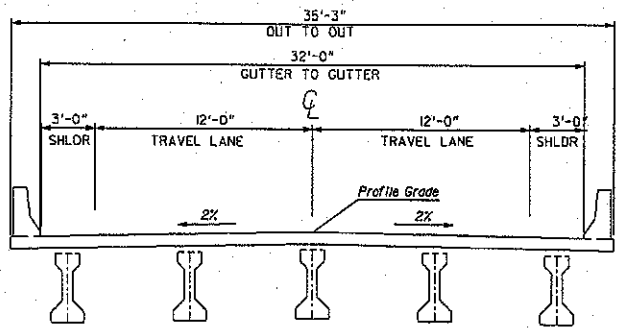


RURAL LOCAL ROAD

TYPICAL SECTION #3: BRIDGE SECTION
THIS SECTION APPLIES AT THE BRIDGE

PI # 0006957

CLOUGH HARBOUR & ASSOCIATES LLP
1800 Peachtree St. NW, Atlanta, GA 30309-2518
www.cloughharbour.com

CANNON ROAD

TYPICAL SECTIONS

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 077-5027-0 **Coweta** SUFF. RATING 26.24

Location & Geography

*	Structure I.D.No:	077-5027-0
	200 Bridge Information	06
*	6A Feature Int:	WHITE OAK CREEK
*	6B Critical Bridge:	0
*	7A Route Number Carried:	CR00130
*	7B Facility Carried:	CANNON ROAD
*	9 Location:	3.5 MI NE OF MORELAND
	2 DOT District:	3
	207 Year Photo:	2005
*	91 Inspection Frequency:	24 Date: 09/15/2005
	92A Fract Crit Insp Freq:	00 Date: 02/01/1901
	92B Underwater Insp Freq:	60 Date: 10/25/2005
	92C Other Spc. Insp Freq:	00 Date: 02/01/1901
*	4 Place Code:	00000
*	5 Inventory Route (O/U):	1
	Type:	4
	Designation:	1
	Number:	00130
	Direction:	0
*	16 Latitude: 33-18.3	MMS Prefix:
*	17 Longitude: 084-42.3	MMS Suffix: MP: 0.00
	98 Border Bridge: 000	%Shared: 00
	99 ID Number: 000000000000000	
*	100 STRAHNET: 0	
	12 Base Highway Network:	1
	13A LRS Inventory Route:	772013000
	13B Sub Inventory Route:	0
*	101 Parallel Structure:	N
*	102 Direction of Traffic:	2
*	264 Road Inventory Mile Post:	002.04
*	208 Inspection Area: 03	Initials: WBP
	Engineer's Initial: wss	

* Location I.D. No.: 077-00130X-002.04S

*	104 Highway System:	0
*	26 Functional Classification:	09
*	204 Federal Route Type:	0 No.: 00000
	105 Federal Lands Highway:	0
*	110 Truck Route:	0
	206 School Bus Route:	1
	217 Benchmark Elevation:	0000.00
	218 Datum:	0
*	19 Bypass Length:	05
*	20 Toll:	3
*	21 Maintenance:	02
*	22 Owner:	02
*	31 Design Load:	0
	37 Historical Significance:	5
	205 Congressional District:	08
	27 Year Constructed:	1960
	106 Year Reconstructed:	0000
	33 Bridge Median:	0
	34 Skew:	00
	35 Structure Flared:	0
	38 Navigation Control:	0
	213 Special Steel Design:	0
	267 Type of Paint:	1
*	42 Type of Service on:	1
		5
	214 Movable Bridge:	0
	203 Type Bridge:	C-J-M-M
	259 Pile Encasement:	3
*	43 Structure Type Main:	3 02
	45 No. Spans Main:	009
	44 Structure Type Appr:	0 00
	46 No. Spans Appr:	0000
	226 Bridge Curve Horz:	0 Vert: 0
	111 Pier Protection:	0
	107 Deck Structure Type:	6
	108 Wearing Surface Type:	6
	M	0
	F	0

Signs & Attachments

	225 Expansion Joint Type:	00	
	242 Deck Drains:	0	
	243 Parapet Location:	0	
	Height:		0.00
	Width:		0.00
	238 Curb:		0.00 0
	239 Handrail:	2 2	
*	240 Median Barrier Rail:	0	
	241 Bridge Median Height:		0.00
	Width:		0.00
*	230 Guardrail Loc Dir Rear:	6	
	Fwrd:	6	
	Oppo Dir Rear:	0	
	Fwrd:	0	
	244 Approach Slab:	0	
	224 Retaining Wall:	0	
	233 Posted Speed Limit:	55	
	236 Warning Sign:	0	
	234 Delineator:	0	
	235 Hazard Boards:	1	
	237 Utilities Gas:	00	
	W	00	
	Ele	00	
	Telephone:	00	
	Se	00	
	247 Lighting Street:	0	
	Naviagtion:	0	
	Aerial:	0	
*	248 County Continuity No.:	00	

BRIDGE INVENTORY DATA LISTING GEORGIA DEPARTMENT OF TRANSPORTATION

Structure ID: 077-5027-0 | Coweta | SUFF. RATING 26.24

Programming Data

201 Project No.: COUNTY DESIGN
202 Plans Available: 0
249 Prop. Proj. No. CSBRG-0006-00(95
250 Approval Status: 0000
251 P.I. No.: 0006957
252 Contract Date: 02/01/1901
260 Seismic No.: 00000
75 Type Work: 31 1
94 Bridge Imp. Cost: $ 187
95 Roadway Imp. Cost: $ 115
96 Total Imp Cost: $ 362
76 Imp. Length: 001502
97 Imp. Year: 1990
114 Future ADT: 000585 Year: 2024

Hydraulic Data

215 Waterway Data
Highwater Elev.: 0000.0 Year: 1900
Avg. Streambed Elev.: 0000.0 Freq.: 00
Drainage Area: 00000
Area Of Opening: 000000
113 Scour Critical: U
216 Water Depth: 6 Br. Height: 13.6
222 Slope Protection: 6
221 Spur Dikes Rear: 0 Fwrd: 0
219 Fender System: 0
220 Dolphin: 0
223 Culvert Cover: 000
Type: 0
No. Barrels: 0
Width: 0.00 Height: 0.00
Length: 0 Apron: 0
* 265 U/W Insp. Area: 1 Diver: WS

* Location I.D. No.: 077-00130X-002.04S

Measurements

* 29 ADT: 000390 Year: 2004
109 % Trucks: 0
* 28 Lanes On: 02 Under: 00
210 No. Tracks On: 00 Under: 00
* 48 Max. Span Length: 0021
* 49 Structure Length: 183
51 Br. Rwdy. Width: 23.30
52 Deck Width: 24.00
* 47 Tot. Horz. Cl: 23.30
50 Curb/Sdewlk Width: 0.00/0.00
32 Approach Rdwy Width: 019
* 229 Shoulder Width:
Rear Lt: 5.00 Type: 8 Rt: 5.00
Fwrd Lt: 5.00 Type: 8 Rt: 5.00
Pavement Width:
Rear: 19.00 Type: 2
Fwrd: 19.00 Type: 2
Intersection Rear: 0 Fwrd: 0
36 Safety Features Br. Rail: 3
Transition: 3
App. G. Rail: 3
App. Rail End: 3
53 Minimum Cl.Over: 99 ' 99 "
Under: N 00 ' 00 "
* 228 Min. Vertical Cl
Act. Odm Dir: 99 ' 99 "
Oppo. Dir: 99 ' 99 "
Posted Odm. Dir: 00 ' 00 "
Oppo. Dir: 00 ' 00 "
55 Lateral Undercl. Rt: N 99.90
56 Lateral Undercl. Lt: 0.00
* 10 Max Min Vert Cl: 99 ' 99 " Dir: 0
39 Nav Vert Cl: 000 Horz: 0000
116 Nav Vert Cl Closed: 000
245 Deck Thickness Main: 0.00
Deck Thick Approach: 0.00
246 Overlay Thickness: 7.00
212 Year Last Painted: Sup: 1960 Sub: 2005

Ratings

65 Inventory Rating Method: 1
63 Inventory Rating Method: 1
66 Inventory Type: 2 Rating: 00
64 Operating Type: 2 Rating: 00
231 Calculated Loads
H-Modified: 10 1
HS-Modified: 00 0
Type 3: 00 0
Type 3s2: 00 0
Timber: 00 0
Piggyback: 00 0
261 H Inventory Rating: 08
262 H Operating Rating: 14
67 Structural Evaluation: 2
58 Deck Condition: 6
59 Superstructure Condition: 6
* 227 Collision Damage: 0
60A Substructure Condition: 3
60B Scour Condition: 6
60C Underwater Condition: 5
71 Waterway Adequacy: 8
61 Channel Protection Cond: 7
68 Deck Geometry: 4
69 UnderClr. Horz/Vert: N
72 Appr. Alignment: 8
62 Culvert: N

Posting Data

70 Bridge Posting Required: 0
41 Struct Open, Posted, Cl: P
* 103 Temporary Structure: T
232 Posted Loads H-Modified: 10
HS-Modified: 00
Type 3: 00
Type3s2: 00
Timber: 00
Piggyback: 00
253 Notification Date 02/01/1901
253 Fed Notify Date: 02/01/1901 0

APPLIED TECHNOLOGY & MANAGEMENT, INC.

500 Commercial Court, Suite 2
Savannah, Georgia 31406
(912) 354-4160 FAX 354-4162
WWW.APPLIEDTM.COM

December 18, 2005

Mr. Kevin Kahle
Clough, Harbour & Associates LLP
1800 Peachtree Street NW
Atlanta, Georgia 30309-2518

Subject: **Review of Potential Environmental Concerns-Revised**
CR130/Cannon Road Bridge Replacement
CSBRG-0006-00(957)
P. I. Number 0006957

Mr. Kahle:

Applied Technology & Management, Inc. (ATM) has completed a preliminary review of available environmental data sources and field survey reports for the proposed project corridors for the bridge replacement included in P.I. Number 0006957.

The purpose of our review was to identify potential environmental concerns that could affect design features of the proposed project, as well as affect the level of environmental analysis required and project scheduling.

Environmental Concerns

ATM conducted its review in accordance with Georgia Department of Transportation (GDOT) guidelines for environmental analysis. As part of our review, we examined the following areas of potential environmental concern for the proposed project: threatened and endangered (T&E) species, wetlands and streams, water quality classification of streams, required environmental permits (e.g., Section 404, water quality, etc.), cultural resources, parkland/Section 4(F) resources, underground storage tanks (USTs) and hazardous waste sites. Each area of environmental concern is described below along with the results of our preliminary review.

Threatened and Endangered Species
No evidence of federally listed or proposed T&E species or habitat for these species was observed in the project areas based on literature reviews and field investigations by a trained ecologist.

Wetlands and Non-Wetland Waters of the U.S.
A thorough field survey of the project corridors was performed to identify wetlands and waters of the United States that would be directly or indirectly impacted by the proposed bridge project. Wetlands and waters of the U.S. were identified at the Cannon Road project site. Three wetlands were observed during the site visit.

Wetlands have been identified to the northeast (W/L 1), northwest (W/L 2), and to the southwest (W/L 3) of Cannon Road. There is a stream located at the site known as White Oak Creek. The creek perpendicularly bisects under Cannon Road.

White Oak Creek
This stream runs perpendicular to Cannon Road, flowing north to south. The classification of this stream is perennial with water levels fluctuating with the seasons. At the time of the site survey, the stream channel was approximately 30-45 feet wide and 2-5 feet deep. The streambed consists mainly of roots and small amounts of detritus from slowly decomposing leaf matter and other vegetative materials. Grasses and large trees/roots provide the dominant-riparian vegetation within a 10-foot buffer. Stream quality is low and water clarity is typically low. No odors were apparent at the time of the field survey.

W/L 1
This wetland is located in a small, forested wet area east of the stream, south of a branch of White Oak Creek, and west of a residential uphill property. This area is influenced by stormwater flowing southwest from higher elevations into the stream. The quality of the wetland is poor/low. The wetlands consist of hydrologic soils with facultative adapted species, namely swamp oak trees, Multiflora rose, various ferns, Johnsongrass, and Polygonum species. The presence of water-stained leaves and adapted species of trees signal the presence of a wetland. Dominant vegetation includes the facultative adapted species Sweet gum tree, River birch, Johnsongrass, Laurel oak, and Water chestnut oak trees.

W/L 2
This freshwater forest/shrub wetland is located on forested land, and is found to the northwest of the project intersection on the west side of White Oak Creek. The wetland was saturated in areas at the time of the field survey including drift lines and stained leaves and vegetation. The quality of the wetland is poor/low. During the field survey the dominant vegetation species identified included Water elm, Green briar, Chinese privet, Muscadine grape, Red maple, and Polygonum species.

W/L 3
This freshwater forest/shrub wetland is located in the southwestern quadrant of the project corridor. Adjacent areas are forested, consisting primarily of Chinese privet, and Mr. Knight's personal property. The wetland is actually part of Mr. Knight's property as well. It is a an open wet area slightly west of White Oak Creek (stream) and northeast of Mr. Knight's home. The area is influenced by surrounding upland elevations draining toward the stream. The presence of inundation (approximately 2 inches), hydrologic soils, and hydrophytic vegetation were present in the wetland. During the field survey by a trained ecologist, the wetland consisted of hydrologic soils and wetland vegetation such as Polygonum species. This wetland was highly disturbed by the owner.

This project site is located inside the 100 year flood plain. The project concept should be designed to minimize the impacts to be under the 0.1-acre regulatory threshold.

Water Quality Classification
There is one creek, White Oak Creek located in the vicinity of the project site. It is not classified as a Georgia trout stream or tributary of a wild and scenic river.

Environmental Permits
The only environmental permit anticipated for this project is for unavoidable impacts to wetlands and stream. Wetland impacts limited to less than 0.1-acre do not require a Pre-Construction Notification (PCN) to U.S. Army Corps of Engineers (USACE). Wetland

impacts greater than 0.1-acre and less than 0.5-acre require a PCN and can be permitted through Nationwide Permit (NWP) 14 for Linear Transportation Projects. Perennial stream impacts of less than 300 linear feet can also be permitted through NWP 14. Wetland impacts greater than 0.1-acre and/or perennial stream impacts greater than 100 linear feet will require compensatory mitigation.

Cultural Resources
The project site did not contain historic properties or properties considered eligible for inclusion in the National Register of Historic Places.

Parkland/Section 4(F) Resources
No parklands or other Section 4(F) resources were identified in the other project areas.

USTs and Hazardous Waste Sites
No UST sites were identified in the vicinity of the project corridor. No hazardous waste sites were identified in the project area based on review of state and federal hazardous waste site lists.

Level of Environmental Analysis

Based on our review of the potential environmental concerns for this project and potential impacts to the environment, we anticipate the level of environmental analysis and documentation required is a Categorical Exclusion (CE).

Project Scheduling

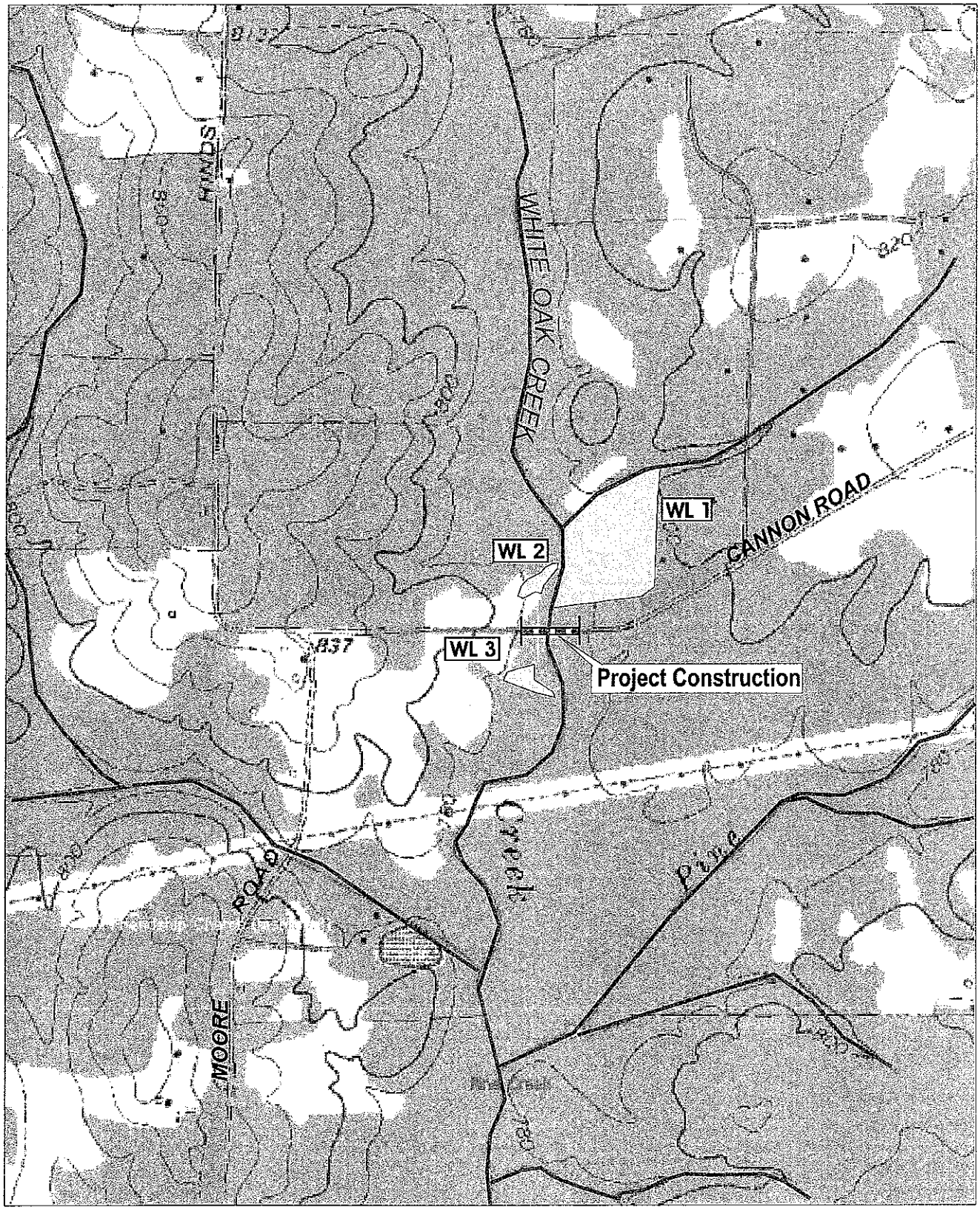
Based on our review of the potential environmental concerns for this project and the anticipated lack of permitting requirements, we anticipate the environmental process, including completion of environmental studies, review of documents and public hearings, will take approximately ten (10) months.

ATM appreciates the opportunity to work with Clough, Harbour & Associates and Coweta County on this project. If you have any questions regarding this preliminary analysis of potential environmental concerns, please do not hesitate to contact us at (912) 354-4160.

Sincerely,
Applied Technology & Management, Inc.

Jennifer E. Little
Environmental Scientist

Erin L. Griep
Project Manager



APPLIED TECHNOLOGY & MANAGEMENT, INC.

Figure 3 - Wetland Fieldwork Map
Cannon Road Bridge Reconstruction
GDOT Project # CSBRG 0006-00(957) PI#0006957
Coweta County, Sharpsburgh GA

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SUMMARY OF MEETING
Coweta County SPLOST Bridge Replacement Program
Initial Concept Meeting
Coweta County Development & Engineering
Coweta County, Georgia

DATE: October 13, 2006 **TIME:** 9:00 AM

PLACE: Coweta County Engineering Conference Room **CHA FILE:** 15988.1200

ATTENDEES:

Kevin Kahle (KK)	Clough Harbour & Associates (CHA)	(404)352-9200
Tom Karis (TK)	CHA	(404)352-9200
Bill Rountree (BR)	GDOT District 3 (GDOT)	(706)646-6604
Jason Mobley (JM)	GDOT	(706)646-6600
Wayne Kennedy (WK)	Coweta County (County)	(770) 254-3775

PURPOSE:

The meeting was scheduled as a project kickoff meeting. It was agreed by all parties at the meeting that because CHA had prepared the survey database and generated initial concept alignments, this meeting could serve as the initial concept team meeting.

SUMMARY:

- BR suggested WK create a schedule and send to Tom Queen.
- TK stated that CHA was having difficulty getting GRTA projects approved by OEL
- BR stated that District 3 will manage the bridge replacement projects and JM will be the consultant contact.
- BR stated that District 3 is committed to keeping the bridge projects moving.
- BR stated that it is possible that the Green Top Road truss bridge is a historic bridge structure and will require additional cultural resources involvement.
- TK stated that Green Top Road is probably the most difficult of the bridge replacement projects from the standpoint of environmental processing complexities and railroad coordination.
- BR stated that an offsite detour project requires a public detour meeting
- BR stated that the schedule generated by GDOT is generic and is flexible to changes. He pointed out that the funding year is the most important item on the schedule but the funding year is frequently changed during GDOT balancing meetings.
- BR suggested completing the PE quickly as the funding year may be accelerated if the PE is complete. BR said the chances of accelerating the funding year improve if the PE is complete; however, there are no guarantees that the funding will be available at the time when the PE is finished. BR cautioned against premature R/W acquisition as it could jeopardize the use of

federal funds on the project. BR also stated that the rising cost of construction is affecting the funding available for DOT projects.

- WK asked how he could get Luther Bailey Road over Dead Oak Creek and Walton Road over Caney Creek as GDOT programmed bridge replacement projects. BR said he would consult Tom Queen.

- TK inquired about the type of concept report that would be required for the projects. BR said JM would e-mail a sample concept report.

- TK asked if there was any way to accelerate the environmental approval process. BR said the district can request an expedited review but there is no assurance that OEL would approve the environmental document any faster. BR also stated that GDOT is taking steps to streamline the environmental approval process.

- TK stated that minimizing impacts during design with the goal of obtaining a Categorical Exclusion is a major consideration.

- KK asked who handles railroad coordination on GDOT projects. BR replied that all railroad coordination needs to be handled by Richard Crowley who is the GDOT railroad coordinator. BR also said large delays can be anticipated when dealing with the railroad.

- KK asked if there are any shortcuts to the GDOT PDP process that may be taken for these County bridge replacement projects. BR responded that the PDP needs to be adhered to on these projects.

- WK asked if any type of precast bridge system can be used on these projects. BR said it is uncommon for the bridge office to approve proprietary bridge systems.

- KK stated that it is difficult to obtain environmental approval for the replacement of an existing bridge structure with a box culvert. BR stated that a 20 foot stream buffer must be maintained.

- BR stated that on some of the smaller bridge replacements it may be advantageous for the county to expedite the design/approval process by not using federal money.

- **Green Top Road over CSX Railroad**

  - BR stated that this meeting could serve as the initial concept meeting.

  - TK stated that the concept report meeting could be held in early December.

  - BR stated that CHA should contact Richard Crowley and find out CSX's plans for the rail line in the project corridor.

  - BR inquired about the design speed and said the design speed should be 55mph unless noted otherwise. WK said the design speed is supposed to be 45 mph.

  - BR stated that a design exception may be obtained; however, it is still desirable to satisfy all GDOT and AASHTO design requirements.

- **Cannon Road over White Oak Creek**
  - BR stated that the profile low point should be kept off the bridge structure.
  - WK stated that a FEMA flood study exists for White Oak Creek.
  - KK stated that the bridge opening may have to be enlarged.
  - KK asked who does the bridge inspections/inventory. JM responded that Ben Rabun and the bridge maintenance office in Atlanta is responsible and can be contacted to obtain this information. JM also said the information may be obtained from the Transportation Explorer website.

ACTION NEEDED:

- BR requested that CHA report their design activities to GDOT using the Excel project activity spreadsheet so that they can be aware of the projects design progress.
- The meeting was adjourned and was followed by a site visit by BR, JM, TK, and KK to the Cannon Road/White Oak Creek bridge site.
- Please report any additions or corrections in writing within ten (10) calendar days to the undersigned at Clough Harbour and Associates LLP.

Kevin J. Kahle, P.E.
Project Manager

Cc: Attendees
I:\15988\15988.1200 Green Top Road over CSX Railroad\CONCEPT\Initial Concept SOM.doc

CONCEPT TEAM MEETING MINUTES

MEETING DATE: January 24, 2007, 10:00am

MEETING LOCATION: District 3 Conference Room

PROJECT: **BRIDGE REPLACEMENT PROJECT**
CR 130/Cannon Road over White Oak Creek
Project Number: CSBRG-0006-00(957)
PI Number: 0006957
County: Coweta

ATTENDEES:

Wayne Kennedy (WK), Coweta County	770-254-3775
Bill Rountree (BR), GDOT District 3 Design	706-646-6604
David Millen (DM), GDOT District 3 Preconstruction	706-646-6594
Jason Mobley (JM), GDOT District 3 Squad Leader	706-646-6600
Mike England (ME), GDOT District 3 Traffic	706-646-6554
Kim Brown (KB), GDOT District 3 Utilities	706-646-6548
Kerry Gore (KG), GDOT District 3 Utilities	706-646-6552
Glenn Tyson (GT), GDOT District 3 R/W	706-646-6528
Audrey Gooch (AG), GDOT District 3 R/W	706-646-6602
Havard Seldon (HS), GDOT-LaGrange Area Engineer	706-845-4115
Tom Karis (TK), Clough, Harbour & Associates LLP (CHA)	404-352-9200
Kevin Kahle (KK), Clough, Harbour & Associates LLP (CHA)	404-352-9200
John Hanley (JH), Clough, Harbour & Associates LLP (CHA)	404-352-9200

REVIEW COMMENTS VIA E-MAIL BY:

Jennifer Mathis, GDOT Office of Environment Location	404-699-4408
Timothy Smith, GDOT Traffic Safety and Design Office	404-635-8121
Jason Mobley, GDOT District 3	706-646-6600

1. **Welcome**
   BR welcomed everyone to the meeting.

2. **Introduction of Attendees**
   Each attendee introduced themselves and the organization they represented.

3. **Project Introduction**
   KK introduced the project by describing the project location on the detour plan and presenting the concept layout. The concept layout included the project limits, proposed horizontal and vertical alignments, curve data, parcel data, proposed beginning and ending bridge stations, and typical sections. Cut and fill limits and wetland locations are also shown on the plans. A brief description of the existing

roadway approach geometry and existing cross section and bridge was discussed. KK stated that there are currently posted load limits on the bridge and the bridge maintenance inventory report sufficiency rating was less than 50, qualifying the structure for replacement.

4. **Need and Purpose Statement**
   KK stated the purpose of the bridge replacement was to address the deficient bridge structure and bridge cross-sectional deficiencies.

5. **Functional Classification**
   Cannon Road over White Oak Creek – Rural Local Road

6. **Accident History and Traffic**
   No accident data was available when the Draft Concept Report was submitted. JM has since provided accident data that will be incorporated in the Final Concept Report. TK said the Coweta County Planning Department would be consulted to see if the projected traffic volumes should be increased to warrant a wider bridge section.

7. **Typical Sections & Roadway Items**
   KK briefly described the proposed typical section. WK wanted to know what the GDOT design standards were for bridge shoulder widths as he felt the proposed bridge width was not wide enough for the future traffic. GDOT TOPPS 4265-9 was cited as being used to establish bridge widths as a function of the design speed and design year ADT. BR asked if guardrail would impact any of the driveways.

8. **Major Structures**
   A three-span 33.25' wide by 265' long reinforced concrete bridge was proposed to replace the existing steel bridge. The 265' proposed bridge length is an estimate based on the 240' long concrete bridge carrying SR 16 over White Oak Creek approximately 2 miles upstream (north) of the proposed bridge. The existing bridge is 180 feet long, requiring a portion of the existing roadway embankment to be removed during the construction of the longer replacement bridge.

9. **Hydraulics**
   The FEMA map indicates that the 100-year floodwater elevation is 779.00 feet. A Hydraulic and Hydrological study will be required at the proposed bridge location. The 100-year high-water elevation is approximately equal to the existing edge of pavement. Replacing the bridge with a deeper long-span structure while satisfying the GDOT freeboard requirements will require the vertical profile to be raised.

   WK asked if the removal of the existing roadway approaches will increase the downstream water surfaces and expressed concern over possible FEMA impacts and involvements. There was discussion on the need for a "No-Rise" certification. Since White Oak Creek is a FEMA study stream there is the possibility that FEMA coordination associated with the Hydraulic Report and Flood Maps may be necessary.

10. Design Variances

In an e-mail to KK dated January 5, 2007 JM asks if the design speed can be lowered to eliminate the design exception.

KK asked if a design variance would be necessary at the project tie-in points. TK adds that attempting to tie-in the project to the existing roadway while satisfying AASHTO may require the project limits to be extended substantially. It was agreed that the intent of the projects was to replace the bridges and perform minimal approach work. The scope of the projects is not intended to include extensive approach re-alignment.

11. Alternates Considered

The Replace Bridge option was the only alternate discussed during the course of the meeting. The No Build option and Rehabilitate Existing Bridge option were not discussed.

12. Utilities

BR said the plans were developed enough to identify existing utilities. KB wanted to know if there were any utilities attached to the existing bridge or if there were any utilities known to be within the delineated wetlands. KK replied that there were no utilities on the bridge or in the wetlands. WK suggested the utilities be attached to the proposed replacement bridge.

13. Environmental Analysis and Concerns

KK identified three wetlands on the concept layout and stated that it did not appear that the wetlands would be impacted. BR wanted to know if a Zebra Mussels Survey had been performed and also directed CHA to include stream buffers on the concept layouts. Mussels surveys have seasonal restrictions and can have a significant impact to the project schedule. WK added that Coweta County stream buffers should be considered in addition to the GDOT buffer. KK responded that he thought all field work had been completed.

Via e-mail to BR on January 24, 2007 Jennifer Mathis with the Office of Environment/Location made the following comments concerning the concept report:

a) I believe a CE is appropriate documentation for this project. 10 months to complete the document seems reasonable to me for completion of the CE document.

b) There needs to be a time frame for completing the Section 404 permit process on page 8 of the Concept Report. My guess is that it will take 6-9 months to obtain the proposed NW 14 permit. The permit type will depend on our impacts to the three proposed wetlands and streams located along the project. Please keep in mind that a 25-foot buffer area will need to delineated around all streams on this project and any encroachment into this buffer could require

us to obtain a Stream Buffer Variance (SBV) which adds time to the process.

c) *I would also like to know who will be handling the NEPA document for the project. Please have the environmental consultant contact me to let me know who will be writing the NEPA document.*

d) *An off-site detour is planned for constructing the new bridge. At least a Detour Meeting will need to be held where comments are taken to see what the public thinks about the proposed detour route. Please let me know when you would like to schedule this.*

e) *If the consultant preparing the NEPA document doesn't work with us regularly on projects, please have them call me to discuss document templates and the procedures for submitting environmental studies.*

14. Other Projects in the Area

KK identified the bridge replacement project BRZLB-077(6) Moore Road over White Oak Creek Tributary approximately 0.5 miles southwest of the proposed bridge location.

15. Construction Detour

KK presented the two detour alternates on the detour plan: 1) a northerly detour (shown in green) running on Tope Road and Little Carmichael Road to the east, crossing over White Oak Creek on SR 16 to the north of the project, and back on Moore Road to the east 2) a southerly detour (shown in red) running on Tope Road and SR 54 to the east, crossing over White Oak Creek on Gordon Road to the south, and back on Moore Road to the east. There is a proposed bridge replacement on the southerly detour at Moore Road over White Oak Creek Tributary.

WK stated that the construction time for the Moore Road over White Oak Creek Tributary bridge should be substantially less than the construction time for Cannon Road over White Oak Creek bridge and therefore the Moore Road bridge should be constructed prior to the Cannon Road bridge. TK added that the design of the Moore Road replacement bridge could be accelerated ahead of the Cannon Road project. It was generally agreed that the Moore Road over White Oak Tributary bridge replacement should be advanced prior to the Cannon Road over White Oak Creek bridge replacement project. DM said a note should be added to the revised concept report that Moore Road over White Oak Tributary would be constructed first.

16. Draft Concept Report and Layout Comments

BR stated that proposed R/W and stream buffers should be included in the concept layout which should be shown on top of an aerial photograph.

Via e-mail to KK on January 5, 2007 Jason Mobley with District 3 Design made the following comments concerning the concept report:

Concept Report:

Page 2 – Space the signature lines equally to fill up the entire page. This will

allow more room for actual signatures. Remove District Engineer from the lower section as he will be signing in the upper section.
Page 4 – Delete the last sentence of the first paragraph.
Page 4 - Collision records can be found at http://tomcat1/GDOT_Ver1.1/GDOT_IntroPage.cfm
Page 6 – Include the length and width of the proposed bridge.
Page 6 – Can we lower the speed to eliminate the design exception?
Page 7 – A design variance will not be required. The design manual does not provide a complete list of acceptable shoulder widths. Remove any mention of a design variance for this.
Page 7 – Coweta County will be responsible for providing the detour.
Page 7 – Concept meeting: January 24, 2007 (meeting minutes will be attached)
Page 9, 14 – Is the preconstruction status report needed as an attachment?

Cost Estimate:
Pavement – Use $100/ton Asphalt, $25/ton GAB
Erosion Control – We have been using about 10% of the construction cost
Remove inflation from the cost estimate. We no longer include inflation.

Typical Sections:
These are hard to read due to the size.
Double check bridge widths with AASHTO.

Via e-mail to KK on January 26, 2007 Jason Mobley with District 3 Design made the following comments concerning the concept report:

1. *Show an aerial background*
2. *Show proposed R/W and Easements*
3. *Show existing stream buffer 25' from banks*
4. *Change end project station to 24+00.*
5. *The bridge width shown should be the standard width from TOPPS*
6. *Show Land Lot Lines with appropriate line styles.*
7. *Show property lines with the PL symbol.*
8. *Show the existing bridge ID#.*

FYI – When you get to preliminary plans, we will want plan/profile sheets at 50 scale for these bridge replacement projects

17. Miscellaneous

There was a discussion about the Department's move from CAiCE to Inroads design software. It was established that all drawings should be completed in Microstation J in accordance with the GDOT Electronic Data Guidelines and that any electronic design files submitted to the Department for deed writing should be in CAiCE format.

18. Meeting was adjourned at 11:30 AM

RESPONSE TO/RESOLUTION OF COMMENTS PROVIDED BY E-MAIL

§13. Jennifer Mathis, Office of Environment/Location

a) ***Response:*** Comment acknowledged.

b) ***Response:*** Comment acknowledged. The estimated schedule has been adjusted.

c) ***Response:*** Comment acknowledged. Erin Griep with ATM, the environmental consultant, has contacted Ms. Mathis.

d) ***Response:*** Comment acknowledged. The detour PIOH will be scheduled prior to project letting.

e) ***Response:*** Comment acknowledged. Erin Griep with ATM, the environmental consultant, has contacted Ms. Mathis.

§16. Jason Mobley, District 3 Design Squad Leader

Response: All comments concerning the Concept Report and Concept Layout Drawings have been resolved and/or addressed within the final Concept Report and Concept Layout.

NOTICE OF LOCATION AND DESIGN APPROVAL

CSBRG-0006-00(957)

Coweta County

P.I. No. 0006957

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design for the above project.

The date of approval is MAY 15, 2007.

This project is approximately 0.4 miles long. It spans from mile 1.84 to 2.24 on County Route 130, 0.4 miles east of the intersection of CR 130 and CR 129 (Moore Road) in Coweta County, 1st District, Land Lots 10 and 25. The project is located within the 3rd Congressional District and Georgia Militia District 1711.

This project will replace the structurally deficient bridge over White Oak Creek on County Road 130 in Coweta County.

Drawings, maps or plats of the proposed project, as approved, are on file and are available for inspection at the Georgia Department of Transportation:

Havard Seldon
Area Engineer
Georgia Department of Transportation
Havard.Seldon@dot.state.ga.us
1107 Hogansville Road
LaGrange, Georgia 30241
(706)845-4115

Any interested party may obtain a copy of the drawings, maps or plats, or portions thereof, by paying a nominal fee and requesting in writing to:

William J. Rountree, P.E.
District Design Engineer
Georgia Department of Transportation
Bill.Rountree@dot.state.ga.us
715 Andrews Drive
Thomaston, Georgia 30286
(706)646-6604

Any written request or communication in reference to this project or notice SHOULD include the Project and P.I. Numbers as noted at the top of this notice.